



TDD Steering Committee Quarterly Update

May 17, 2023

ONAL DEVELOPM

COMMITTEE &
TEAM
INTRODUCTIONS

| | | | |
|---------------|-------------------------|----------------------|-----------------------|
| Gary | Hammond | East Chicago | Ogden Dunes |
| Trent McCain | Brian Poland | Debbra Gritters | Scott Kingan |
| Porter | Portage | Michigan City | South Bend |
| Michael Barry | AJ Monroe | Skyler York | Tim Corcoran |
| | Dyer | Munster | Beverly Shores |
| | Scott Jefferson | Lee Ann Mellon | John Blackburn |
| RDA | Policy Analytics | KPMG | MKSK |
| Sherri Ziller | Bill Sheldrake | Vince Dolan | Eric Lucas |
| Amy Jakubin | David Reynolds | Lauren Wilson | Aaron Kowalski |
| David Wellman | | Tom Harmening | Tori Luckenbach |

Agenda

A close-up photograph of a hand in a dark suit jacket holding a wooden gavel. The gavel is positioned over a light-colored wooden surface, likely a table. The background is softly blurred, showing a lamp and what appears to be a courtroom or a formal meeting room.

- **Welcome and Introductions**
- **Approval of Minutes from February 15, 2023**
- **RDA Update on Rail Projects**
- **TDD Boundaries Update**
- **TDD Implementation Planning**
- **Legislative Update**
- **Next steps and questions**
- **Adjourn**

Update on the Rail Investment

Development of the new rail lines and stations is progressing at a steady pace.

West Lake Corridor

- 9-mile extension of existing SSL service between Dyer and Hammond, includes four new stations, a maintenance and storage facility, refurbishment of 32 rail cars, and construction of 2,322 parking spaces.
- Utilizing Design-Build contracting structure, contractor tasked with completing design elements before beginning construction of them.
- Design is 83.1% complete; designs of train operating systems, retaining walls and major bridges remains in progress.
- Contractor has split the project into three construction segments (north, central and south) to focus activities, with a higher level of activity in the Central segment to date.
- Construction is 18.0% complete; most of construction activities have been site work including earthwork for railroad track bed, utility relocations, storm water drainage systems and retaining walls.
- All commercial/industrial demolitions have been completed.
- Construction Substantial Completion projected on May 28, 2025.
- Revenue Service Date projected on May 20, 2026.

South Shore Line (Double Track)

- 25-mile project area, includes 16 miles of new second track, the closing of 20 grade-level crossings in Michigan City, and the elimination of “street running” in Michigan City.
- DT1 (Main rail project): Relocation of the track from 11th Street in Michigan City and paving of the street is largely complete. Rail work will resume when the construction season starts in March with work continuing west of Dune Park. Bus operations continue between Carroll Ave Station and Gary Metro Station.
- DT2 (MC 11th Street Station): Repairing of the terra cotta façade continues. Design of garage is nearly complete. Developer has gone out for procurement of garage components. NEPA reevaluation is in final stages.
- DT3 (Gary Miller Station): East parking lot is complete and construction of station house roof trusses, decking, masonry and exterior walls are underway.
- DT4 (Portage/Ogden Dunes Parking Lot): Project is complete.
- DT5 (Dune Park East Parking Lot): Project is complete.
- Construction Substantial Completion projected on January 17, 2024
- Revenue Service Date projected on November 11, 2024



TDD Boundaries

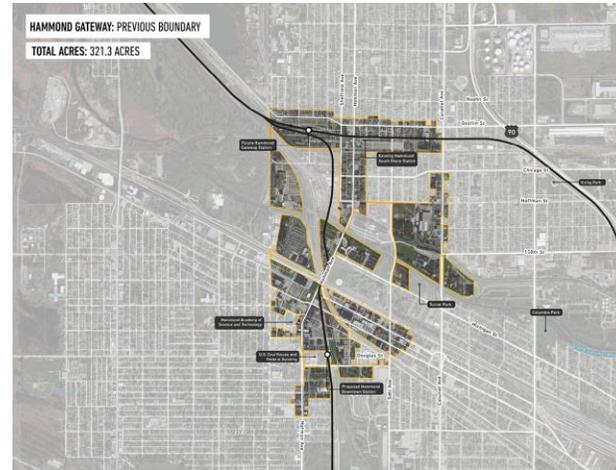
Update

Update on TDD Boundaries

Next steps for established boundaries (Hammond Gateway/Downtown, Munster Ridge, Munster/Dyer Main, Gary Miller, Portage/Ogden Dunes, and Michigan City)

Spring/Summer 2023

- TDD/TOD Development Technical Assistance
- MOA Review Meetings
- Developer Process Guide Review Meetings
- Increment Begins to be collected in 2024 for CY 2023



Update on TDD Boundaries

Next steps for to be established boundaries (Hammond South, Gary Metro, and Dune Park)

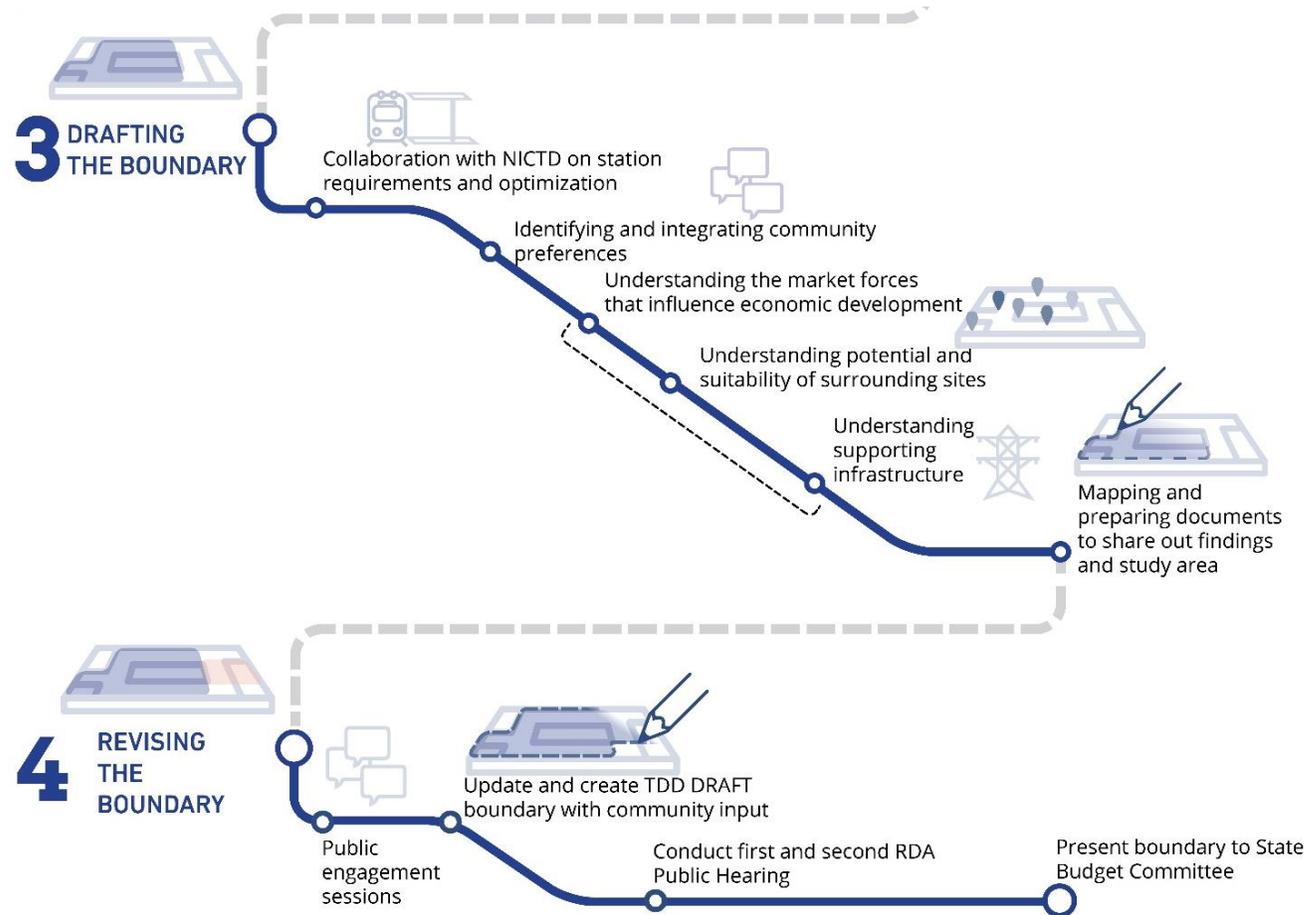
Potential to include Valparaiso, Beverly Shores, and South Bend on this list



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TOD Implementation Planning

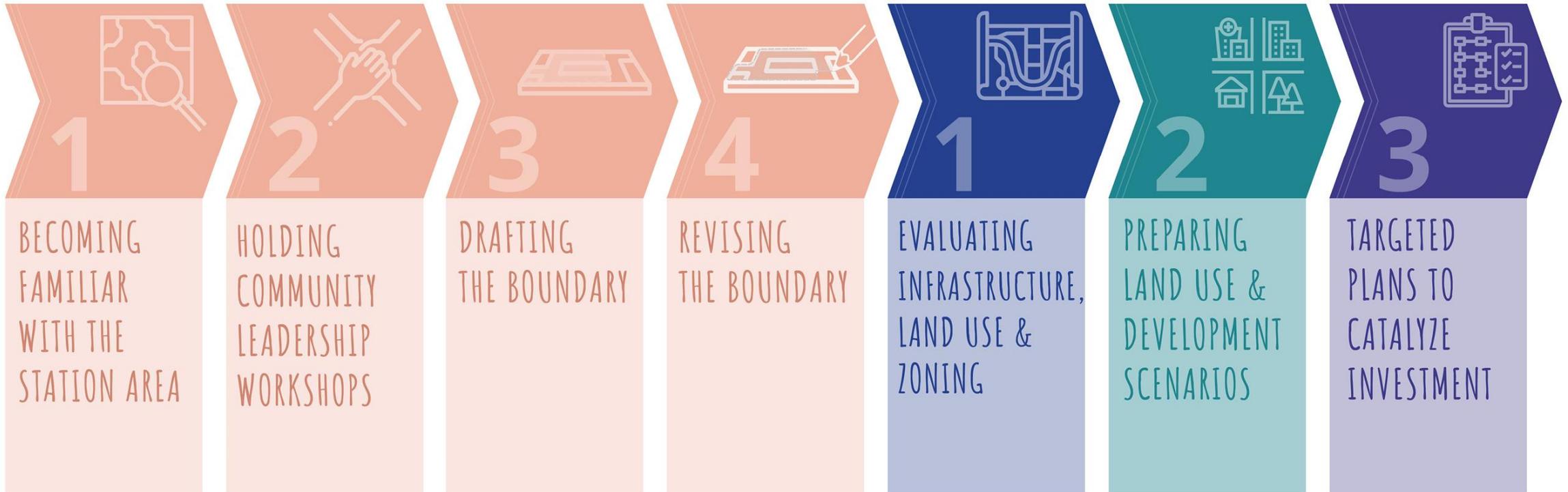
Update

From TDD planning to TOD planning

The first phase of work has resulted in the establishment of TDDs which will serve as an economic development tool to support TOD development. The second phase focused on preparing communities with TDDs with the policies, ordinances, and development vision to achieve TOD that results in equitable and sustainable economic development, social resiliency, and quality of place.

PHASE 1: TDD BOUNDARY CREATION

PHASE 2: DEVELOPMENT READINESS PLANNING



TOD Implementation Planning

The second phase of work included review of past planning and confirming development goals; evaluating land use and zoning; assessing utility infrastructure, roadways and transportation networks, and environmental conditions; feasibility testing of development concepts; and planning for capital improvements

TOD Implementation Planning

Under Review by Local Units

- Hammond Gateway/Downtown
- East Chicago
- Gary Metro/Downtown
- Gary Miller
- Portage/Ogden Dunes
- Michigan City
- Munster Ridge Road
- Munster/Dyer Main

TOD Readiness Reports

Under Internal Review

- South Bend Airport
- Dune Park
- Beverly Shores

TOD Implementation Planning

Each community received a chapter focused on introducing TOD opportunities specific to Northwest Indiana.



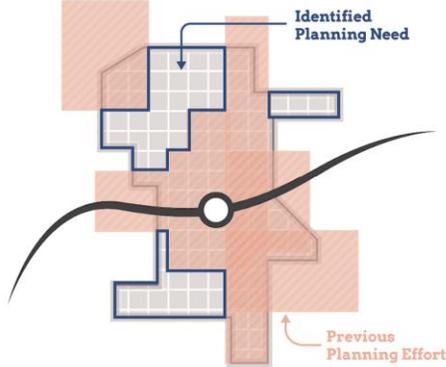
Introduction

| | |
|---------------------------------------|----------|
| Introduction | 1 |
| Transit-Oriented Development | 3 |
| Northwest Indiana TOD Strategy | 5 |

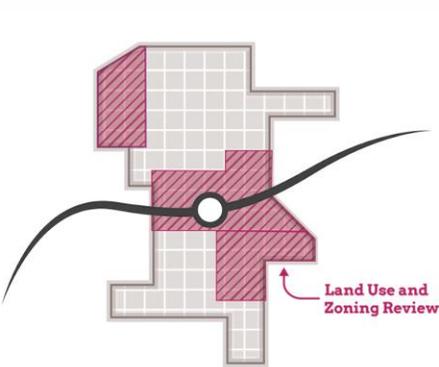
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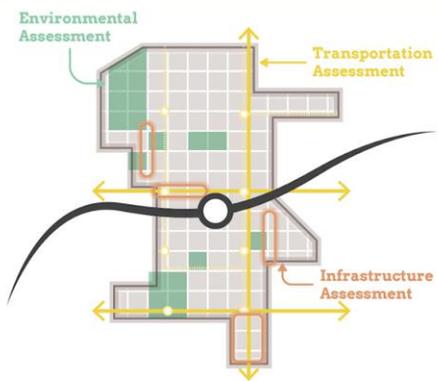
Planning Needs and Gaps Analysis



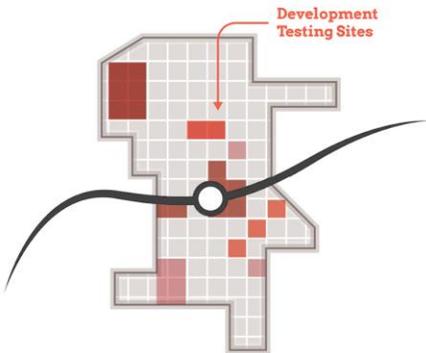
Land Use & Zoning Review and Recommendations



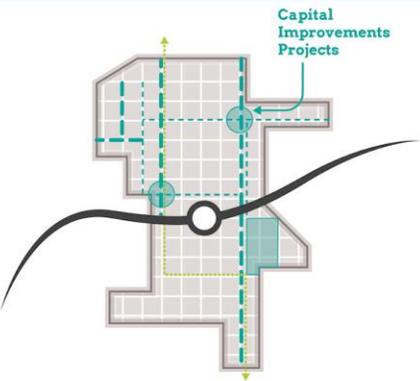
Infrastructure, Environmental & Transportation Assessments



Development Testing



Capital Improvements Plan



TOD Implementation Planning

Each community received a chapter focused TOD implementation specific to each Transit Development District/Study Area.



TOD Strategy

| | |
|-----------------------------|-----------|
| Overview | 12 |
| Land Use Planning | 22 |
| Development Planning | 27 |
| Infrastructure | 37 |
| Zoning | 51 |
| Implementation | 57 |

TOD Readiness

Each community received an evaluation of TOD readiness and local priorities that were used to guide the study for each station area.

| <i>Evaluation Criteria</i> | |
|--|---|
| NICTD Station currently operational or under construction | ✓ |
| TDD Boundary is adopted or the community is eligible for a TDD Boundary | ✓ |
| Adopted zoning ordinances (or overlays) that address or plan for TOD | |
| Adopted policy documents that address or plan for TOD (i.e. comprehensive plan, neighborhood plan) | ✓ |
| Existing walkable grid as part of a downtown or mixed-use neighborhood that connects or can connect to the station | ✓ |
| Currently operational/planned trail or multi-modal infrastructure | ✓ |
| Existing urban amenities that are walkable/within 1/2 mile of the station (i.e. restaurants, grocery, drug stores, office, parks/plazas) | |
| Existing dense and quality housing stock (more than 8 dwelling units/acre), including rowhouses/ townhomes, apartments, condos, and ADUs | ✓ |
| Vacant developable sites within TDD Boundary | ✓ |
| Local unit has demonstrated additional initiatives to support TOD | ✓ |
| Current infrastructure has the capacity to support TOD/additional development | ✓ |

Community Priorities

Community priorities were developed by working closely with City officials to confirm economic development goals, identify key sites of interest, and understand recent and ongoing municipal and development projects. These priorities form a future vision for the TDD boundary area specific to the City of Hammond, which include the following:

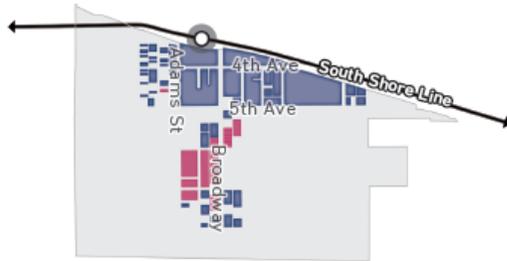
- Support transit-oriented mixed-use development around the station area(s)
- Preserve and enhance existing single-family neighborhoods and promote the development of dense residential housing near the rail corridors and downtown
- Invest in Hohman Avenue as the central spine connecting the Hammond Gateway Station and the Hammond Downtown Station through redevelopment north of the river and streetscape and street design improvements along the entire corridor
- Assess stormwater infrastructure required for development in collaboration with NICTD's stormwater needs for the Hammond Gateway Station

Big Moves

Each community received a snapshot of the “Big Moves” which are enabling steps to signal to the market that conditions are right for transit-oriented-development to occur.



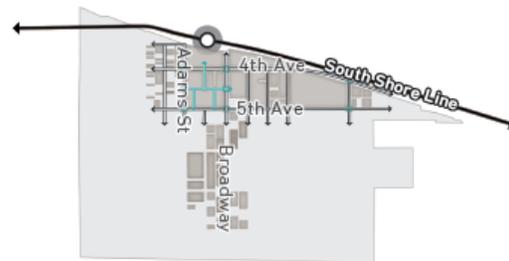
Property Control



The City of Gary has been actively acquiring, clearing, and assembling vacant and underutilized properties to create a better environment for economic development to lead to reinvestment of downtown and the entire community.



Improving Station Access



The current scale of street blocks in the downtown core support large civic buildings. Re-establishing a pedestrian-scaled grid and enhancing access to the station includes right-sizing existing streets, creating new connections through the Genesis Convention Center block, and introducing convenient mid-block pedestrian pathways. Safe crossings are proposed at strategic intersections of Broadway, 4th Avenue, and 5th Avenue.



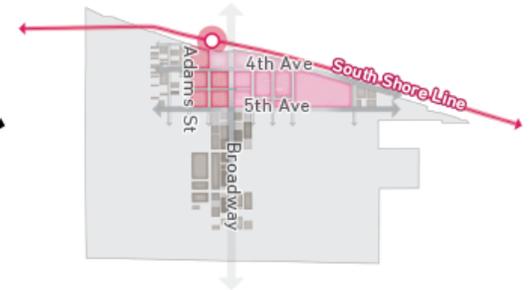
Re-Defining Broadway



Broadway is envisioned as an activated community corridor, with mixed-use and commercial development that responds to an enhanced pedestrian realm. The proposal for a Complete Street design includes a “green buffer” linear park, multi-use paths, transit facilities, and accommodating amenities.



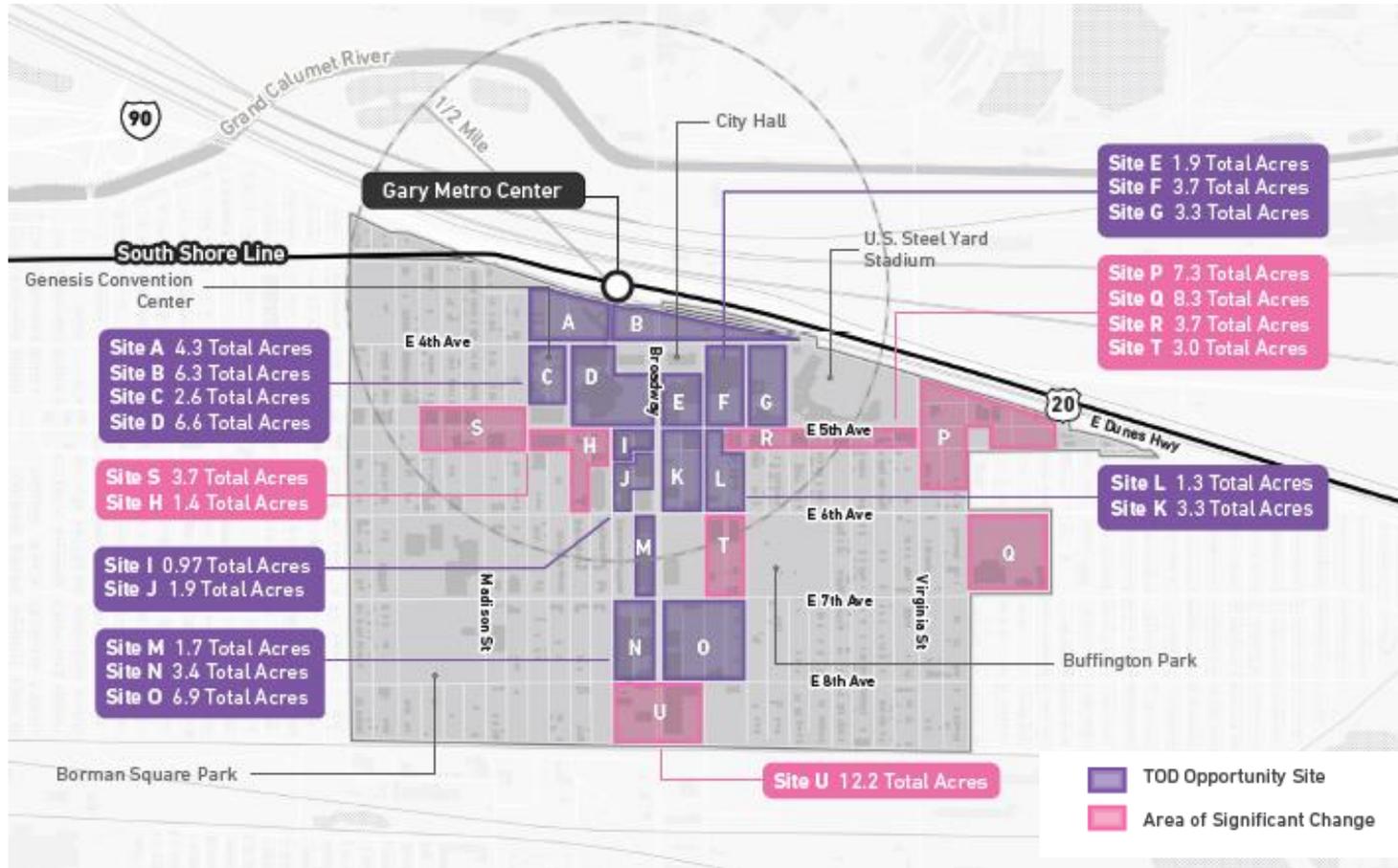
Station as the Catalyst



The Gary Metro Station acts as an anchor, with mixed-use development clustered along new and enhanced pedestrian-scaled corridors. Development opportunities can be explored in multiple densities, with a prioritization strategy that identifies, acquires, and redevelops properties with the greatest catalytic transformational potential.

TOD Opportunity

Each community received an analysis of properties within the TOD study area supportive of TOD development in an areas of impact study.



Areas of Impact

The Downtown Gary TOD area provides a generational opportunity to uplift Gary by replacing the aged Metro Station. When combined with a development strategy that prioritizes equitable, transit-oriented development and improves existing community anchors, this effort will provide a significant and long-term improvement to Gary.

TOD Types

TOD land use types and future land use recommendations were incorporated into the study with a 5-, 10- and 20-year timeline for development.



| TOD Types | |
|---|---|
| Typical Land Uses | Mixed-Use (vertically and horizontally integrated); Retail/Offices/Services; Attached Housing; Flex Office/ Employment; Medical Offices/Services; Government/Public Facilities; Cultural/Civic; Hospitality; Entertainment; Larger Multi-Family Housing; Structured Parking |
| Secondary Land Uses | Parks/Plazas; Large Parks/Natural Space; Religious, Education, and Assembly Facilities; Surface Parking |
| Parking | On-street parking with limited off-street parking; shared public parking lots and parking structures with short- and long-term bike parking; structured parking should be lined or fronted by mixed-use buildings with active ground floor uses |
| Transportation | Interconnected street grid with wide sidewalks, bike facilities, and multiple and frequent bus/transit connections; robust system of alleys |
| Typical Building Heights/Density | Medium- to high-density with a minimum of 10 dwelling units per acre, typically 30+ units per acre; 3 stories minimum; anticipated average height of 5+ stories |
| Infill / Redevelopment | Infill should continue the existing visual pattern, rhythm or orientation of surrounding context along the street while adding appropriate height and density. Historically significant or contributing buildings should be preserved or adaptively reused when possible. |
| Other Considerations | Development should be supportive of pedestrian activity. |



| TOD Types | |
|---|--|
| Typical Land Uses | Multi-Family Housing; Supportive Housing; Attached Housing; Retail/Offices/Services; Flex Office/ Employment; Medical Offices/Services; Government/Public Facilities; Hospitality; Entertainment; Mixed-Use (vertically and horizontally integrated); Surface and Structured |
| Secondary Land Uses | Pocket Parks/Plazas; Greenways/Trails; Recreation Facilities; Cultural/Civic; Religious, Education, and Assembly Facilities; Floodplain/Floodway; Preservation/Conservation Area |
| Parking | On-street parking with limited clustered off-street parking; shared public parking lots and structures with short- and long-term bike parking |
| Transportation | Interconnected street grid with wide sidewalks, bike facilities, and frequent bus/transit connections |
| Typical Building Heights/Density | Medium density of 10-25 dwelling units per acre; 2 stories minimum; anticipated average height of 3-4+ stories |
| Infill / Redevelopment | Infill should continue the existing visual pattern, rhythm or orientation of surrounding context along the street while adding appropriate height and density. Historically significant or contributing buildings should be preserved or adaptively reused when possible. |
| Other Considerations | Any redevelopment should occur in a sustainable manner that minimizes impacts on natural areas, incorporates proper stormwater management, and mitigates potential hazards to air or water quality. |



TOD Types

TOD land use types and future land use recommendations were incorporated into the study with a 5-, 10- and 20-year timeline for development.

Arc of Development

At this level of study, it is difficult to assign exact timeframes to development, but this plan illustrates a potential range and arc of development over time that could be possible with the right set of incentives and conditions supported by the market.

To understand the full range of potential of these sites, high-level capacity tests were conducted using various densities and types of development possible for each community. Estimations of several metrics of community impacts, including population changes, jobs created, and generated vehicle trips, were calculated based on future potential development. These impacts were informed by market analysis conducted by KPMG and Policy Analytics, ownership status, local guidance and interest, and quantitative and qualitative planning analysis.

The arc of development for each community was defined collectively for selected development opportunities within the TDD boundary that projects future development potential over 5-, 10-, and 20-year time horizons. Quantitative and qualitative factors such as property ownership, developer engagement or interest, site conditions, current regulations or future regulatory changes were considered in determining the arc of development over time. This study is confident, however, that investments outlined herein can change the outlook and perception of this area and thus induce the private development market over time.

Variables that can potentially change the market in Downtown Gary:

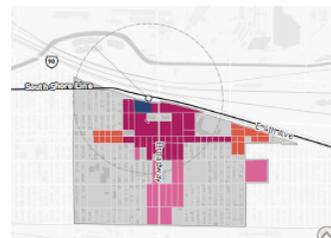
- Availability of funding and timing of a new Gary Metro Center
- Availability of State and Federal incentives
- The ability of the City of Gary and Gary Housing Authority to leverage properties owned today
- Innovative procurement methods such as P3 and Build-Operate-Transfer
- Activation of the public, philanthropic, and private markets to make a transformational investment in Downtown Gary



Projected Land Use & Development: 5-Year Horizon



Projected Land Use & Development: 10-Year Horizon



Projected Land Use & Development: 20-Year Horizon



Impact Projections

| Land Use | |
|--------------------------------------|-------------------------|
| Total Development in Acres | 8.79 - 31.67 Acres |
| Total Development in Sq. Ft. | 383,000 - 1,379,900 SF |
| Retail Development | 35,000 - 80,900 SF |
| Office Development | ± 24,000 SF |
| Multi-Family Residential Development | 264,000 - 1,155,000 SF |
| Age-In-Place Residential Development | 60,000 - 120,000 SF |
| Residential Housing Units | |
| Total Housing Units | 264 - 1,334 |
| Rental Units | 324 - 1,275 |
| Owner-Occupied Units | ± 60 |
| Projected Impacts | |
| Residential Population Increase | 680 - 2,550 |
| Households with School-Aged Children | 125 - 465 |
| Employees | 60 - 280 |
| Vehicle Trips Generated* | 2,900 - 11,165 (2022)** |
| | 2,900 - 11,165 (2040)** |

* Vehicle trips generated does not include projected commuters in 2022 or 2040 at full build out

** Source: NICTD

TOD Development Studies

TOD land use and opportunity areas were synthesized to create development tests that explored opportunities for TOD development rooted in property analysis and market demand.

Site A

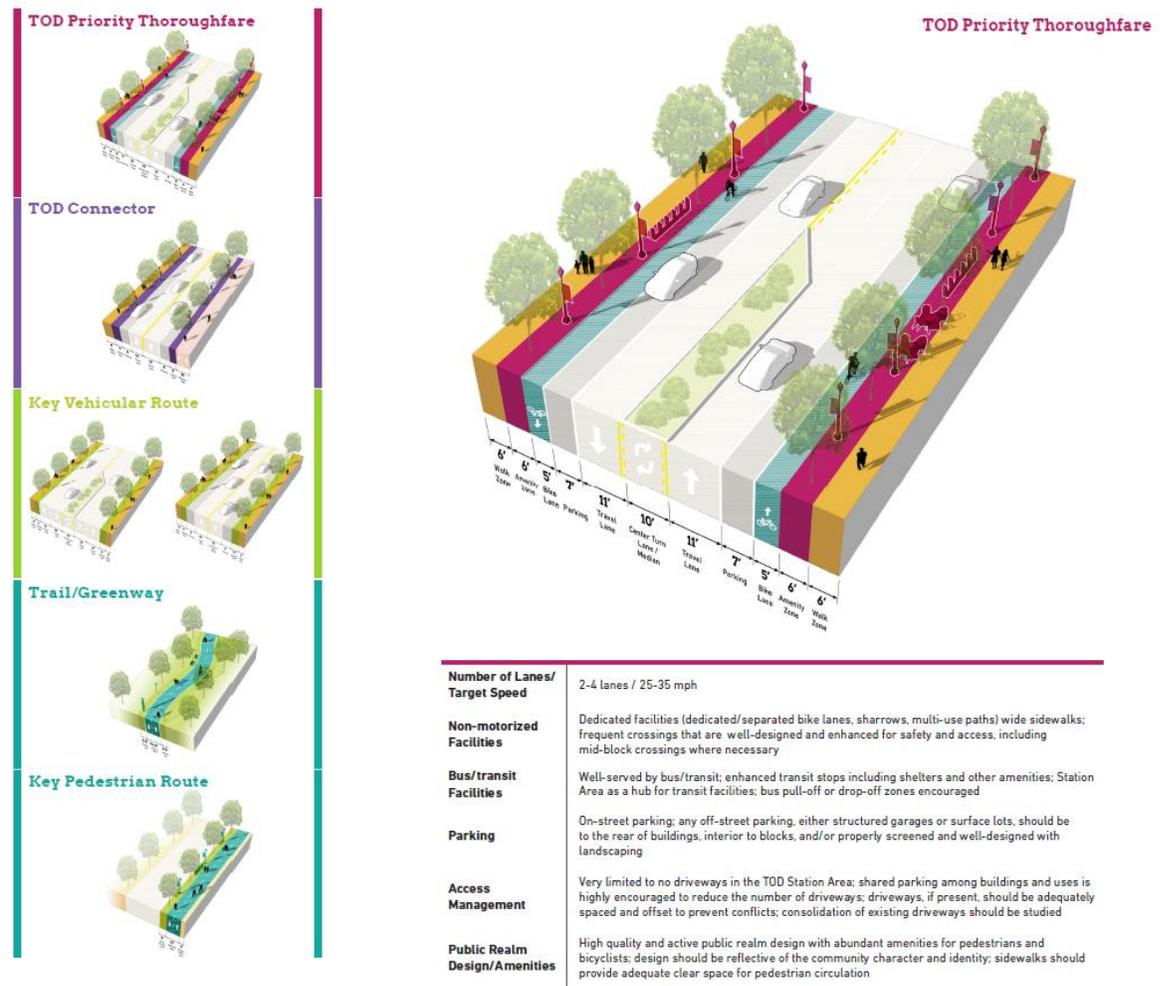
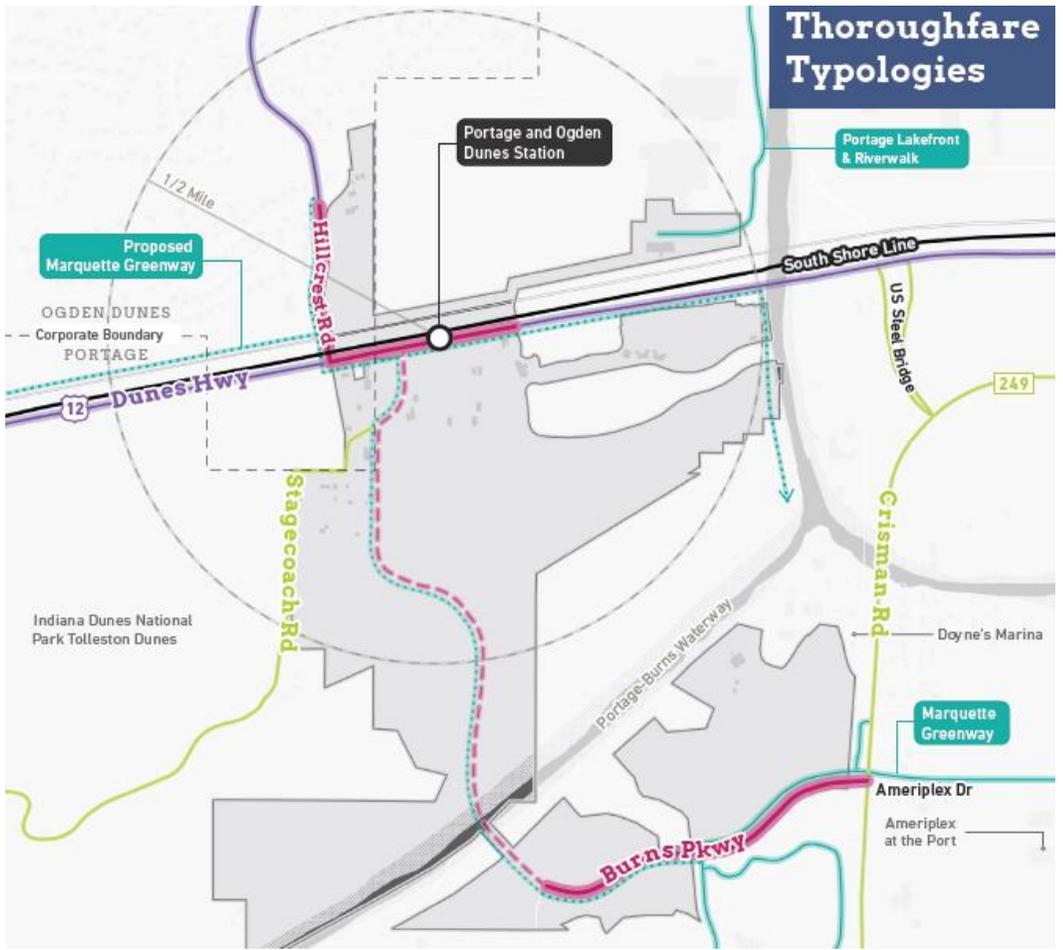


Development Character

- Mixed-Use Neighborhood land use consisting of a variety of uses integrated within buildings and across the site
- This site is transformative for Northwest Indiana in its ability to offer TOD within a 30-minute train commute into Downtown Chicago
- This site has the potential to attract market-rate housing to increase and diversify housing options around the station and catalyze further investment in surrounding existing residential areas
- This property is owned by the City of Hammond and NICTD and is intended to be taken to developer RFP
- Development of this site would need to follow FTA Joint Development requirements due to federal interest in the property

Corridor Types

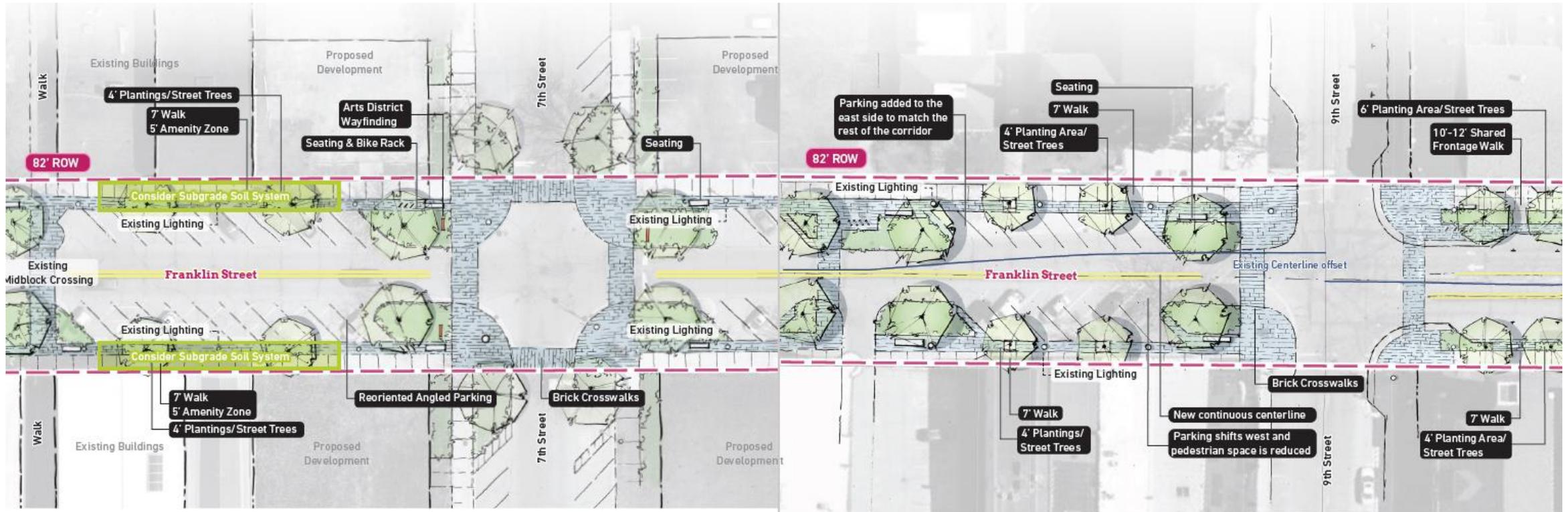
Corridors throughout the TOD area were analyzed for the ability to provide meaningful, multi-modal connectivity to transit.



| | |
|--------------------------------------|---|
| Number of Lanes/ Target Speed | 2-4 lanes / 25-35 mph |
| Non-motorized Facilities | Dedicated facilities (dedicated/separated bike lanes, sharrows, multi-use paths) wide sidewalks; frequent crossings that are well-designed and enhanced for safety and access, including mid-block crossings where necessary |
| Bus/transit Facilities | Well-served by bus/transit; enhanced transit stops including shelters and other amenities; Station Area as a hub for transit facilities; bus pull-off or drop-off zones encouraged |
| Parking | On-street parking; any off-street parking, either structured garages or surface lots, should be to the rear of buildings, interior to blocks, and/or properly screened and well-designed with landscaping |
| Access Management | Very limited to no driveways in the TOD Station Area; shared parking among buildings and uses is highly encouraged to reduce the number of driveways; driveways, if present, should be adequately spaced and offset to prevent conflicts; consolidation of existing driveways should be studied |
| Public Realm Design/Amenities | High quality and active public realm design with abundant amenities for pedestrians and bicyclists; design should be reflective of the community character and identity; sidewalks should provide adequate clear space for pedestrian circulation |

Conceptual Roadway Design

In addition to development testing, infrastructure analysis and testing took place at the corridor, utility, and transportation scale.



Conceptual Sketch of Franklin Street Two-Way Conversion (Phase 2)

Conceptual Sketch of Franklin Street and 9th Street Intersection

Development Visioning

Prime TOD development sites were visualized by synthesizing development and corridor testing together into a vision for the arc of development in TOD areas.



Zoning Recommendations and Coding Template

Communities were provided with detailed zoning analysis, recommendations, and a coding template supportive of TOD for local units to aid in updated land use and zoning to support TOD.

NORTHERN INDIANA COMMUTER TRANSPORTATION DISTRICT

TRANSIT DEVELOPMENT DISTRICT



CHARACTER-BASED ZONING CODE TEMPLATE
FOR INCLUSION IN CITY OF MICHIGAN CITY IN EXISTING ZONING ORDINANCE

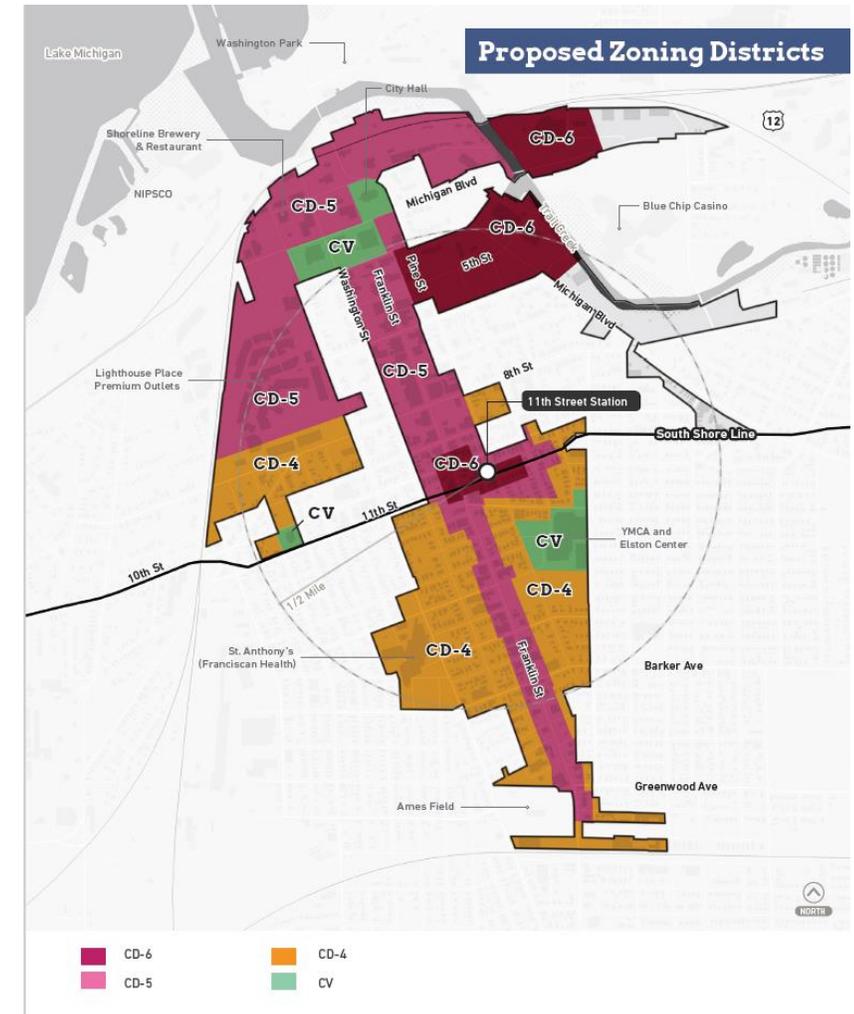


DRAFT
December
2022

Codes and Recommendations

Having a Form-Based Overlay District with TOD requirements is a good starting point for meeting the TOD principles. Since the FBOD is modifying most of the base standards it would make it clearer to have it as a separate district, rather than as an overlay. The TOD requirement areas being both inside and outside the FBOD boundary can cause confusion since the requirements are written within the FBOD Article in the Zoning. We recommend adopting the calibrated template and regulating plan as the zoning for the area in place of the existing Form-Based Overlay District with TOD requirements. The Existing Michigan City TOD Zoning and Form-Based Overlay Districts dimension requirements and recommended setbacks were utilized in the calibration of the zoning metrics. Since the City has already established metrics aligned with its TOD Vision, the frontage and lot buildout, height minimum, and setbacks influenced the metrics in the calibrated template.

| TOD Principles | Evaluation | Recommendation |
|--------------------|--|---|
| Waterfront | The Marina District zoning is intended to facilitate change in the Downtown and Waterfront area to create a place along the waterfront. It allows for a mix of uses and is intended to maintain a visual and physical connection to the water. | The Marina District is a good starting point for creating a sense of place and connection to the waterfront for both residents and visitors. The lot area, lot width and front setback requirements are larger than we would recommend in order to facilitate change into a mixed-use area. |
| Infill Development | The CBD1, MD, and Form-Based Overlay District start to support the type of infill that would support TOD. The B2 District requirements support more vehicular traffic uses. | The Form-Based Overlay District standards should be expanded further down Franklin Street to create the type of place that is envisioned for that area. |
| Adaptive Land Use | The zoning currently doesn't encourage or discourage adaptive land use. | The zoning should take into account how to encourage adaptive reuse of older structures in Downtown. |
| Parking | The TOD requirements include reduced parking requirements. | The reduced parking requirements should be expanded to a larger area. Maximum parking requirements should be considered. |



Detailed Recommendations

Communities were provided with detailed recommendations, including enabling steps, immediate next steps, short-term recommendations, and long-term recommendations.

Implementation

Implementation Strategies

While planning efforts are inherently long-range in scope, there is a benefit to identifying early projects – catalyst projects – that are necessary to improve market conditions and spark changes. This is where a development plan becomes more tangible with near-term goals that can be brought into sharper focus for the community and achieved relatively quickly to create momentum into the future.

Critical components of an implementable development plan include site capacity, economic viability, and political support. The implementation strategy summarizes project recommendations contained within this plan and an explanation of associated infrastructure project costs that can be used to develop a capital projects plan that supports TOD. This process is aimed at providing implementable steps and technical resources for the community to advance and adopt in preparation for TOD in accordance with its growth path.

Implementation strategies are outlined in three timeframes and are defined below: Immediate Next Steps, Short-Term Strategies, and Long-Term Strategies.

Immediate Next Steps

Actions to take quickly to get recommendations set up for implementation

Short-Term Strategies

Tasks and projects that can be executed in a 1-5 year timeframe

Long-Term Strategies

Tasks and projects that require additional work to execute and can be completed in 5 or more years

Enabling Actions

- Host an educational session “road show” with the Northwest Indiana RDA in both Portage and Ogden Dunes that builds support among elected and appointed officials and residents. These meetings should share the purpose of this effort; the positive community impacts that can occur within the TOD boundary; and the potential to create walkable, vibrant TOD that will attract new investment, population, businesses, and employment opportunities.
- Meet with Portage staff to review TOD and zoning recommendations. Develop a responsibility matrix.
- Use recommendations and illustrations within this plan for funding requests/applications for NIRPC, READI, Next Level Trails, and other state, federal, and philanthropic grant opportunities that highlight the comprehensive thought and partnerships behind this effort
- Collaborate with the RDA to understand how projects could be funded through TOD increment dollars as revenue begins to flow into the TOD fund in 2024

Recommendations

Land Use & Zoning

Immediate Next Steps

- Review the Portage zoning recommendations included in this TOD strategy. Bring this draft information to a working group to further evaluate next steps for updates to the PUD ordinance for this area in advance of development

Short-Term Strategies

- Adopt this plan as an update to the Northside Master Plan for the City of Portage. Consider incorporating future land use recommendations into the City’s Comprehensive Plan.

Long-Term Strategies

- As TOD matures to a point where joint development at the NICTD parking lot south of US 12/Dunes Highway is a possibility, Portage and Ogden Dunes should collaborate to adopt the same mixed-use zoning and design standards for that site to allow for seamless development

(Re)development

Immediate Next Steps

- Utilize this TOD strategy to create an RFP to secure a developer for property owned by the Portage Redevelopment Commission
- Negotiate with developers to include City-owned properties in future phases of Marina Shores development
- Convene a conversation with National Park Service, Indiana Dunes Tourism, Indiana Destination Development Corporation, and Indiana Department of Natural Resources (Indiana DNR) about the potential to attract a hotel/conference center at Site C
- Reconvene conversations with developers that attended the RDA TOD Industry Day and share the TOD vision. Try to attract developers who are looking for a unique opportunity to partner with the City on its development vision.

Short-Term Strategies

- Convene a meeting with Portage staff, NICTD, and owners of properties adjacent to the new NICTD parking lot to discuss a phased development approach that allows for future joint development on this site
- Engage the Portage Redevelopment Commission and the development community to target opportunity sites for property acquisition and assemblage either by the City or private developers
- Share this TOD and TOD vision with landowners; interested parties; developers; investors; and local, state, and regional economic and housing agencies. Build excitement and support to attract transit- and trail-oriented development to the TOD boundary area.

Long-Term Strategies

- Secure a developer to conduct joint development with NICTD at the Portage/Ogden Station parking lot south of US 12/Dunes Highway
- Develop sites in Portage in accordance with its zoning/PUD ordinances with an emphasis on walkability and mixed-use development concentrated within a ¼ mile of the station

Thoroughfare Improvements

Immediate Next Steps

- Convene a meeting with the City of Portage, Town of Ogden Dunes, INDOT, NICTD, National Park Service, Indiana DNR, NIRPC, RDA, Northwest Indiana Forum, Indiana Dunes Tourism, Indiana Destination Development Corporation, and other stakeholders to discuss the potential designation of US 12/Dunes Highway as a National Scenic Byway

Short-Term Strategies

- Engage NIRPC and INDOT to determine if grant funding is available to conduct a study of next steps for US 12’s Scenic Byway designation and how physical infrastructure and development could be guided by this process
- Coordinate with NICTD and INDOT to enhance the streetscape and safety around the station, which might include enhanced crosswalks or a pedestrian bridge, signage, and multi-use paths with bollards and landscaping to protect pedestrians crossing the highway
- Support improvements to Hillcrest Road in Ogden Dunes connecting to the station including gateway signage, landscaping, and sidewalks
- Design and engineer the Burns Parkway/Stagecoach Road extension and Marquette Greenway improvements. Install storm sewer, sanitary sewer, and water infrastructure at the same time to enable development in this area.

Long-Term Strategies

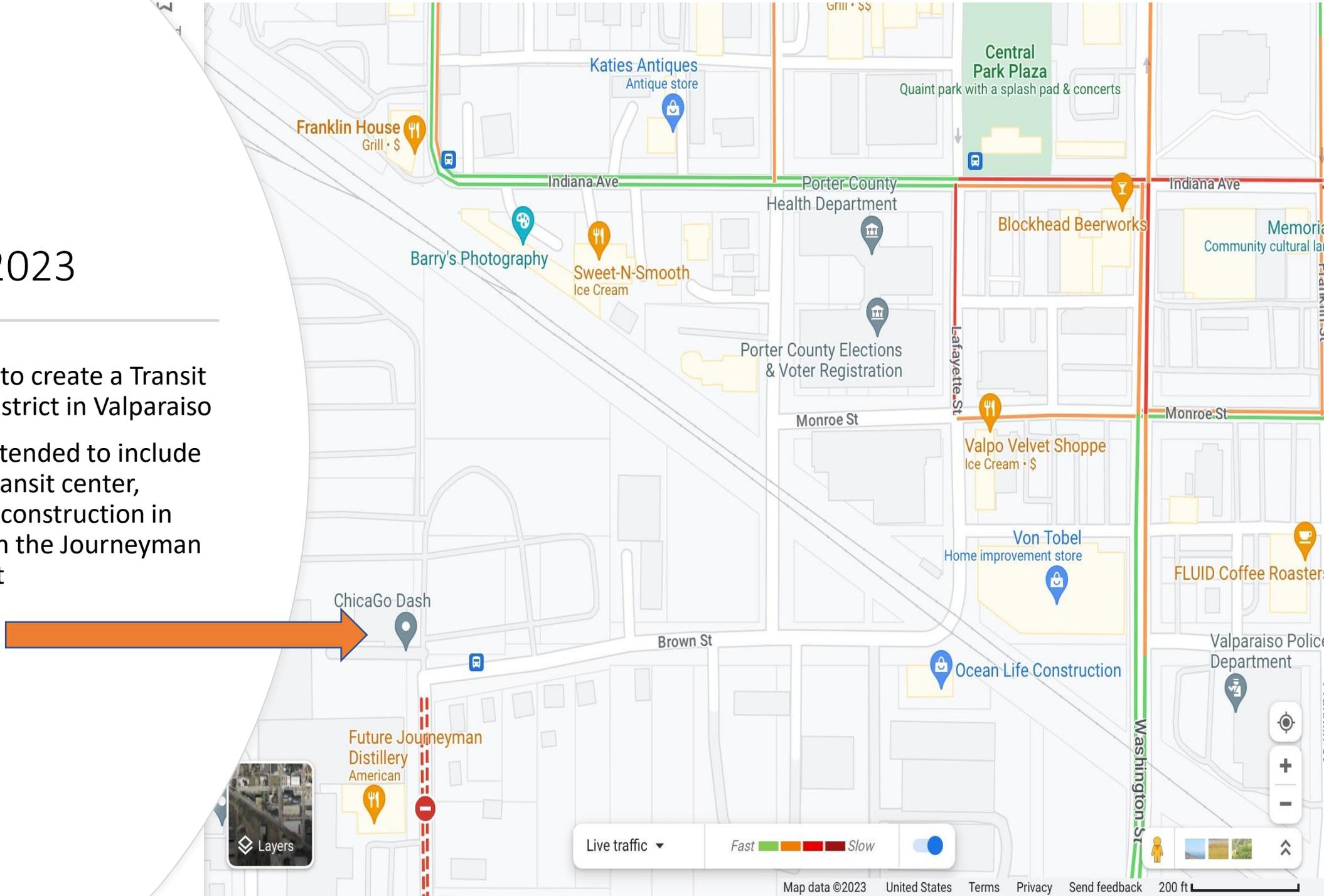
- Establish US 12/Dunes Highway as a National Scenic Byway.
- Explore the potential to re-route truck traffic to US 20/Melton Road or other thoroughfares while permitting local truck traffic to remain on US 12
- Implement the Burns Parkway/Stagecoach Road extension including potential realignment of Stagecoach Road and Hillcrest Road intersections at US 12/Dunes Highway



Legislative Update

HEA 1046-2023

- Authorizes RDA to create a Transit Development District in Valparaiso
- The District is intended to include the city's new transit center, currently under construction in conjunction with the Journeyman Distillery project



SEA 434-2023

- In regard to transit, SEA 434 provides state funding for blight elimination in downtown Gary around the Metro Station and within the Metro Station TDD
- It also provides state funding for the construction of a new Gary Metro multi-modal station
- State funding is contingent on local matching funds
- RDA is directed to advance fund the blight elimination in fiscal years 2024 and 2025 to jump-start demolition work. The State will reimburse the RDA in 2026.

NICTD & GPTC Lobby and
Micro-Retail Opportunities

ADA-accessible, Secured Parking
(420 spaces)





HEA 1454-2023

- Adds the local income tax of residents living in a TDD to the incremental income tax revenue that is captured by the TDD.
- Clarifies that if an individual lives in a TDD and works in another TDD, the income tax is attributed to the TDD in which the individual resides.
- Permits the sharing of TDD increment revenues between two TDDs that are located within the same municipality if the legislative body of the municipality adopts an ordinance approving the sharing of revenues.





Next Steps & Questions

Next Meeting: August 16, 2023